

From boatanchors@theporch.com Sat Feb 3 12:45:54 1996
From: w0ogh@ix.netcom.com (Larry Godek)
Subject: "0" scopes
Message-ID: <199602030230.SAA05070@ix9.ix.netcom.com>

I recently obtained a couple of "0" scopes. A Heath IO-102 which is in excellent shape and an RCA WO-56A with a "big" 5 or 6 inch crt. It died on me the second (2nd) day but is also cosmetically super clean. They both look like they may have been used for TV servicing though. In other words not many controls on them. I'd be willing to part with both of them for a reasonable offer if anyone is so inclined to do so. No probes with either one nor do they have documentation. So with that "let the games or flames" begin. I'm in Arizona so that should help with giving you an idea about distance and shipping.

Larry W00GH@ix.netcom.com

From boatanchors@theporch.com Sat Feb 3 12:45:54 1996
From: Terry Neal <tmneal@netcom.com>
Subject: Re: (fwd) Hammarlund PRO-310 help?
Message-ID: <2.2.16.19960202175520.2cef5f12@netcom.com>

At 03:06 PM 2/2/96 -0600, you wrote:
>Very classy radio. PRO-310

I think the pro-310 was the last turret radio Hammarlund made. The turret is on the right side under the chassis from front to back. The radio does not support band spread tuning. One knob is just fine tuning of the other. I think this radio was the first amateur "modularized" radio albeit crude. It has a rather novel spring loaded back lash mechanism on the main tuning cap and when the phenolic gears or what ever they are wear you are in for trouble. The two dial cords are a pain in the butt and heaven help you if the entire chassis et al needs to be disassembled. One book reports that only 1000 were ever manufactured. Regardless they are hard to find. I find them unattractive from an ascetic point of view but the audio sounds hi fi compared to say a 390A. Oh I almost forgot, this radio has a pc board in it and of course the four or so tubes do a number on it.

Terry AA6TN

From boatanchors@theporch.com Sat Feb 3 12:45:54 1996
From: robert fowle <hammarlund@voyager.net>
Subject: Re: (fwd) Hammarlund PRO-310 help?
Message-ID: <199602030359.WAA17790@vixa.voyager.net>

At 07:59 PM 2/2/96 -0600, you wrote:

>At 03:06 PM 2/2/96 -0600, you wrote:

>>Very classy radio. PR0-310

>

>I think the pro-310 was the last turret radio Hammarlund made.

> Terry AA6TN

not so, the sp-600 series always used the turret, and was made
until they went out of business in 1970-71

just for general info.

Robert Fowle

the HAMMARLUND historian

Ph. 517-789-6721

E-mail: Hammarlund@vixa.voyager.net

1215 Winifred

Jackson, Mich. 49202-1946

List of Hammarlund manuals available upon request.

From boatanchors@theporch.com Sat Feb 3 12:45:54 1996

From: Terry Neal <tmneal@netcom.com>

Subject: Re: (fwd) Hammarlund PR0-310 help?

Message-ID: <2.2.16.19960202232101.2fa73c66@netcom.com>

A

>not so, the sp-600 series always used the turret, and was made

> until they went out of business in 1970-71

>

>just for general info.

>Robert Fowle

>the HAMMARLUND historian

>

Pardon me if I didn't make myself clear. The sp-600-jx was first produced around 1950. The pro-310 was first produced around 1955. No NEW PRODUCTION Hammarlund amateur radio was ever produced, to my knowledge, after 1955 that employed a turret. Of course the sp-600 continued well past 1955. By the way I have an FBI sp-600-jx36.

Terry AA6TN

From boatanchors@theporch.com Sat Feb 3 21:44:09 1996

From: g.elliott1@genie.com

Subject: -75A-3 Dial Escutcheon

Message-ID: <199602032048.AA028640521@relay1.geis.com>

Jay

If you run across a 75A4 in your search, I need the very same thing, minus the glass for a 75A4

From boatanchors@theporch.com Sat Feb 3 12:45:54 1996
From: n5off@w5ddl.aara.org
Subject: 390A Users, Rig Data Wanted
Message-ID: <289168@w5ddl.aara.org>

This is a request for R-390A rig data from those new BAers who may not have sent in data yet, and also an instruction on how to get the data list that is kept in the BA archives.

Read below and 73

=====
Reply to: n5off@w5ddl.aara.org@usl.edu

To get a copy of the subject list, send an Internet message to:

listproc@theporch.com

leave the subject line blank

in the body of the message type

get boatanchors r390a.users

Thanks to all who have contributed R-390A info. We have data on about 200 rigs from 17 contracts. The lowest serial number seen was 2, and the highest in a given contract was over 6000. Contributions include those from Dittmore-Freimuth and Fowler Industries contracts, as well as an EAC Industries consumer products run.

As I mentioned in earlier posts, I am compiling a survey of R-390A's owned by people who frequent the packet and Internet boards. The object of the game is to try and ascertain how many contracts were let for manufacture, and how many were made.

If you wish to participate in the census and you own one or more R-390A's (or spy them on ships, hamfests, or just anywhere), please go take a peek at it (them) and then reply to me with this information:

1) maker (EAC, Motorola, etc)

- 2) order number (63-PH-54 for ex) from the front tag
- 3) serial number off of the front tag
- 4) any unusual features (tags, stamps, frequency shield, etc)

The list includes an accounting of the contributors, however, the names are not matched with the rigs. If contributors have a desire to sell their rigs, I'm sure they will speak up, so you won't get any cards or letters from making a data contribution to the list.

Thanks,

de tom n5off%w5ddl.aara.org@usl.edu Internet
n5off@k5arh.la.usa packet

From boatanchors@theporch.com Sat Feb 3 12:45:54 1996
From: jmiller@teleteam.com (Jay H. Miller)
Subject: 75A-3 Dial Escutcheon
Message-ID: <v01510102ad38e8c71271@[205.198.110.1]>

I need a dial escutcheon and the glass for a Collins 75A-3. If anyone is parting out an A-3, please drop me a line.

Can you imagine someone taking a mill and removing the nomenclature from such a radio!!!!?????

Thanks and 73

***** ##### *****
Jay H. Miller, KK5IM Dallas, Texas
The Pocket Guide to Collins Amateur Radio Equipment
jmiller@teleteam.com
***** ##### *****

From boatanchors@theporch.com Sat Feb 3 21:44:09 1996
From: jproc@worldlinux.com
Subject: RE: ART-13
Message-ID: <Chameleon.4.01.2.960203152913.jproc@>

>I'm still not sure what I'm going to use
>for power to the dynamotor, but have a couple of options I'm looking into.

Jan,

There are two solutions to your problem.

AC SUPPLY

Since, the ART13 needs 28v @ 10 amps, I suggest you pair up two low voltage transformers to get the correct combination of voltage and current. Using a suitable amount of low current, solid state bridge rectifiers, wire them in parallel so they can handle the current requirement.

This worked quite well for me aboard the ship. The 15 watt Marconi FR12 transmitter required 12 volts at 13 amps on transmit so I hooked up a pair of 7 volt, 15 amp transformers in series and applied this to three, 6 amp solid state bridge rectifiers wired in parallel.

DC SUPPLY

A second solution would be to purchase two low cost car batteries, wire them in series and build/purchase a trickle charger which can be left permanently connected. Batteries, that are intended to be 'deep cycled' (such as golf cart type) will work better in this application. Car batteries are specifically designed to deliver huge amounts of current for very short periods of time. Their lead-laden plates are very thin, but very flexible. Stationary cells have thicker plates, store more charge, but can't deliver huge globs of current like the car battery.

I've heard that car batteries deliver 5 amp/hours under constant load but I've never actually measured it myself. If that's the case, you would be able to transmit continuously for one half hour before the battery runs out. If cycled with long periods of receiving, the battery duration would be extended considerably.

Either of these solutions should allow you to get your ART13 on the air and operating in its unmodified glory and splendor :-)

Regards,

~~~~~

Jerry Proc VE3FAB  
E-mail: jproc@worldlinx.com  
Radio Restoration Volunteer  
HMCS Haida, Toronto Ontario

~~~~~

From boatanchors@theporch.com Sat Feb 3 12:45:54 1996
From: Lrware@aol.com
Subject: BA spotting report...

Message-ID: <960203132020_311409034@emout09.mail.aol.com>

Just returned from the FAWG swapmeet here in Orlando.
(Florida Antique Wirless Group)
Spotted the following:

BC-779B, fair condition, sold for \$25 asking price.
BC-342N, w/power supply, fair condition, \$50 asking price.

Heath 75 meter X-ceiver (model ?), w/mike & power supply
good condition, \$75 asking price.
Heath HG-10 VFO, good condition, sold for \$35.
Heath DX-60 X-mitter, good condition, sold for \$35.
Heath TT-1 tube tester, near mint, all manual and accs. etc.
asked \$65, sold for \$50.

Knight Kit receiver R-100, sold for \$25 asking price
Knight Kit KG-6008 tube tester, dirty, no manual but had roll chart,
sold for \$15.

Halli HT-40, clean, sold for \$40.
Halli SX-130, fair condition, asked \$100, traded for another BA.
Halli S-20R Sky Champion, worked, poor paint job, asked \$75
dropped to \$60, no takers.
Halli S-41W Skyrider Jr., very good condition, asked \$75.
Halli Sky Buddy, very good condition, asked \$100.
Halli Skyrider Defiant, nice outside, dirty inside,
worked well, asked \$100.

National SW-3, mint, asking \$350, didn't sell.

Zenith T/O H-500, complete restoration in & out,
very nice, asking \$125, sold for ?

Tek 545 with type L plug-in, fair condition, asking \$100
no takers.

RCA WO-56A scope, very dirty, unknown condition,
no takers at \$15.

Misc. X-tals, Bliley, PR, CW, etc.
in OLD style holders, asking \$4 each.

Misc. keys from \$3 to \$250 asking price.

Many old Army and Navy manuals for \$1-2 each.

There was very brisk trading in old BCB radios and chassis parts.

I was there when the doors opened at 9AM and saw 20-30 radios change hands in the first 20 minutes.

I managed to keep most of my cash, bought only a few items:
misc. tubes for \$1 each,
misc books for \$1-5 each.
and a non-working HP 608C for \$10 complete with manual.

That wraps up the BA spotting report from Orlando,
Stay tuned for next time, same BA subject, same BA channel...
-Larry Ware
lrware@aol.com

From boatanchors@theporch.com Sat Feb 3 21:44:09 1996
From: Ken Corwin <kenc@smartdocs.com>
Subject: Re: BC-224/BC-348 Receivers
Message-ID: <Pine.SUN.3.91.960203103113.29280C-100000@warp10.smartlink.net>

Hello, Felix-

Thanks for your kind words. All I know about BC-312s is that they weigh 20 pounds more than a -348 and, if dropped from a operating desk onto a foot, will remove toes without changing BFO pitch.

Regards, Ken Corwin (kenc@smartdocs.com)

From boatanchors@theporch.com Sat Feb 3 21:44:09 1996
From: n5off@w5ddl.aara.org
Subject: BC-348 contract data
Message-ID: <289503@w5ddl.aara.org>

Let me start this off.

BC-348-H Belmont Radio 2356-CHI-41 s.n. 2183
BC-348-R Belmont Radio 2540-WF-42 s.n. 2000

I have a rig that was overhauled by Marconi in 1969, and the Canadians removed the original tag and put their own, so I don't know the maker.

I have sold a few of these to friends and can get their data as well.

Tom N5OFF

From boatanchors@theporch.com Sat Feb 3 21:44:09 1996

From: kj7f@micron.net (Terry Dobler)
Subject: Re: BC-348 contract data
Message-ID: <m0tirTu-000QYXC@mis01.micron.net>

Here is my contribution...

BC-348-Q Wells Gardner & Co. 11415-WF-43 s.n. 9068

Terry KJ7F

PS Worked Utah and North Dakota on CW with this rig
last night. Running 25 Watts from a DX60 on the
transmit side of things.

From boatanchors@theporch.com Sat Feb 3 12:45:54 1996
From: Steve Ellington <n4lq@iglou.com>
Subject: BC-348 XTAL Bummer
Message-ID: <Pine.SOL.3.91.960202183138.9410A-100000@iglou>

So I gave up on the crystal and figured I'd just call up PR and order
a new one. WRONG. The older lady who answered the phone. Mrs. Peterson, i
suppose, said they were closed due to the cold. Furthermore, when I
mentioned 915kc she said ooooh anything below 1 mc, we don't make, call
Universal. Called Universal and they said sure, we can make them, how
many do you want? JUST ONE? Well that's a \$100 minimum.

Called Jan. \$65 minimum. Called Fair Radio. Nothing in stock but took my
name and address.

Any ideas here? Any ole 915khz crystal will work! Anyone got a trashed 348?

Steve Ellington N4LQ@IGLOU.COM Louisville, Ky

From boatanchors@theporch.com Sat Feb 3 12:45:54 1996
From: Ken Corwin <kenc@smartdocs.com>
Subject: BC-348-C,-S
Message-ID: <Pine.SUN.3.91.960202170909.2517B-100000@warp10.smartlink.net>

Hi, Jay-

Thank you for the nameplate information from your BC-348-C/-S and the
confirmation of tube lineup. I've added your information to the chart.

It would be great to have the order number and serial of your BC-348-Q.
The chart is short on this type of information.

There were two columns of information that I did not post for lack of space: order number and serial number. What I had intended was to collect the same type of information about the BC-224/-348 receivers that has been collected about the R-390A, i.e., contractors, order numbers and high serial numbers.

Considering the fact that almost every American multi-engined transport and bomber that flew in WWII carried a BC-224/-348, I can't believe there were more R-390As produced than BC-224/-348s. Blocks of serial numbers, assigned by the USAAF, accompanied aircraft production contracts during WWII and I wonder if a similar procedure was used for procurement of R-390As. Never wonder out loud, Ken...

Input from anyone regarding manufacturer, order and serial numbers from nameplates is welcome. The chart has a lot of blank columns.

Ken Corwin (kenc@smartdocs.com)

From boatanchors@theporch.com Sat Feb 3 12:45:54 1996
From: DUBY TODD <dube2@mci.newscorp.com>
Subject: BC-456 Wanted
Message-ID: <199602030210.VAA04402@kafka.delphi.com>

This is my periodic request for a BC-456 radio: an old WW-II Tx/Rx. I had my hands on one when I was in 10th grade and just getting really interested in radio. I dismantled it learning about radios. I've been looking for another for several years and so far have 2 receives, one transmitter chassis and front panel, and one transmitter from which someone had removed the wire from the variable inductor.

Anyone know the whereabouts of one of these; or at least a transmitter with all the parts in place?

Dube Todd AB5AP dube2@mci.newscorp.com

From boatanchors@theporch.com Sat Feb 3 12:45:54 1996
From: "Garey Barrell, K4OAH" <75025.73@compuserve.com>
Subject: RE: Crystal Repair
Message-ID: <960203142752_75025.73_FHD41-1@CompuServe.COM>

One thing I haven't seen mentioned is the mechanics of crystals / holders. Maybe "everybody knows this", but guess it's worth mentioning. If the crystal holder you have is similar in construction to the FT-243 type, and most other "repairable" holders, there are two plates with the crystal blank held between them. This sandwich is held together either by spring power or a set-screw. The sneaky part is that the plates have slightly raised lands on each corner on only one side. The sandwich must be put together such that the side of the plates with the lands are against the crystal blank so that the blank only touches the corners of the plates leaving the center free to move.

I learned this some time after my experiences trying to "move" FT-243 crystals in the novice band back in the late 50's. Some crystals would move just fine, while others would work one time they were re-assembled and the next time I put them together they were dead! If you didn't know about the "lands", (I didn't!,) you only had one chance in four of getting it together correctly!!

Just a thought..

Garey - K40AH
75025.73@compuserve.com

From boatanchors@theporch.com Sat Feb 3 12:45:54 1996
From: "Emil Switzer" <switzer_e@a1.clust.CLUST.umc@engult.lxe.com>
Subject: dynamotors
Message-ID: <85129030206991/88414@CLUST>

----- Forwarded message

Posted: Fri, 02 Feb 96 14:52:01 -0500
From boatanchors@theporch.com Sat Feb 3 12:45:54 1996
From: "Homer Blincoe"
<"blincoe_h%Organization=ELEC_SYST_ENGR%Telephone=4211"@a1.clust>
Subject: dynamotors

A characteristic of most dynamotors is that they have TWO commutators, usually one at each end of the shaft. Also two brushes.

I once repaired a very early Motorola auto radio in a late 1920's sedan that used a dynamotor mounted in the engine compartment to get from 6 volts up to 250 volts. The set had 9 tubes, all of the type that used to work with a single lead acid 2.1 volt battery for the filament. The groups of 3 were in series across the 6.3 volt car battery. Two of the filaments were open; the owner had been able to replace tubes by trial and error substitution

in the past, but having two out had thrown him. I checked the tubes for filament continuity with a flashlight battery and headphones and had found two open. Replacing these got it going again....it had a 256kHz IF too, which I had not seen before since the radios I had encountered had all been 455kHz.

The dynamotor made considerable mechanical noise, but must have had some rather effective EMI applied as it didn't seem to make much noise electrically in the broadcast range. This was in the middle of WWII, about 1943 or 1944.

Other ways of getting high voltage in auto radios were the synchronized vibrator, with a second set of contacts to rectify the output...these seemed to have a short life. Also, some late 20s and early 30s radio used some unusual type of rectifier tubes that were deliberately left "soft"... reduced the drop during conduction, I believe.

----- End of Forwarded message

From boatanchors@theporch.com Sat Feb 3 21:44:09 1996
From: "ROBERT W DOWNS, WA5CAB" <103012.2130@compuserve.com>
Subject: RE: DYNAMOTORS/MOTOR-GENERATOR BA 458
Message-ID: <960203195914_103012.2130_GHU107-1@CompuServe.COM>

Ray & Group,

I made the comment about the Navy using a lot of motor-generators rather than dynamotors for shipboard sets. I thought I had also explained the difference, but in looking back at what I wrote, I see that I may have assumed more than I explained.

Part of the reason for the confusion, I think, is that Hams and more recently BA collectors very seldom see M-G sets but see lots of dynamotors. The Signal Corps used very few. During WW-II, the Navy bought about one piece of equipment for every seven that the Signal Corps bought, and didn't throw much of it away at the end of the war.

A dynamotor is a rotary DC to DC convertor (either up or down) with one set of field windings, one set of bearings and one armature with at least two windings and two commutators, all in one housing. A rotary inverter is the same except that the output is AC rather than DC and the output is taken through slip rings rather than a commutator (the bright copper bars at the end(s) of the armature). When built for multiple input or output voltages, there will be more than two sets of armature windings, each with a commutator or slip ring pair. The PE-103 has two motor windings and can be run off of either 6 or 12VDC. The DY-11, -12 and -17/ART-13 have two generator windings, with outputs of 500 and 1250VDC.

The PE-206 inverter has outputs of 90VAC and 500VDC. Etc.

A motor-generator (often called an M-G set) has a physically separate motor and generator which are mounted on a common base and mechanically coupled, usually external to the motor and generator. I say 'usually' because technically, you could put both units in a common housing with only one (or, with care, no) bearing between them. I think I've seen one example of this. Both the motor and the generator can be either AC or DC. For AC output, the generator may actually be an alternator (no, they aren't the same).

The reason that the Navy "liked" M-G sets is that, at the beginning of WW-II, they had ships and small craft (a boat is something you pick up and put on a ship) that had 6VDC, 12VDC, 24VDC, 32VDC, 115VDC, 230VDC, 110VAC and 230VAC primary power sources (at least). In some cases, there were only a few ships still wired for a particular voltage [Before asking why they didn't just rewire everything, consider that the USS Texas, for example, used 230VDC for everything from the galley ovens to the 14" turret train motors and machine shops - rewiring would have taken years and cost a fortune]. Designing and building dynamotor supplies for all those voltages wasn't considered practical, so in many cases, they built M-G sets. The TCS, which everyone here should have at least heard of, had three (later four) transformer type AC supplies, two dynamotor supplies (one under two different numbers) and eight or nine M-G sets. The advantage of the M-G set was that, with relatively off the shelf motors, the same power supply could be used for any input voltage. All you had to do was bolt on the right motor, put in the right starter relay, and slap on the right nameplate.

M-G sets are guaranteed to be larger and heavier than the equivalent dynamotor or inverter, so they weren't used in aircraft. Very few have survived. I've never come across but one for the TCS, for example.

73, Robert W. Downs, WA5CAB
103012.2130@compuserve.com

From boatanchors@theporch.com Sat Feb 3 12:45:54 1996
From: "Integration Area" <integrat@usr.com>
Subject: Early tactical UHF radios
Message-ID: <9601028233.AA823313397@robogate.usr.com>

This message got clobbered during a recent email outage, so pardon its tardiness...

A recent post (and reply) concerning the AN/URR-13A and related military UHF sets has surfaced some questions. For some dumb reason these sets appeal to me, even though there is not much to listen to around here. There seems to be quite a few people on Boatanchors that actually dealt

with these radios, so I ask the following questions/observations...

- 1.) When did the AN/ARC-12 see service? I have never seen one, nor do I know of anyone with one. Are these as rare as I think they are?
- 2.) Robert Downs mentions the early RDZ/TDZ sets, and their bad reputation. My father had the duty of fixing the ever-breaking TDZs on the Wisconsin during the Korean War and has no kind words about them. He never complained about the RDZs, however. I have both sets, and I can see that the TDZ could be a dog, but my RDZ seems to work and look just fine. Just what kinds of problems did the RDZs have?
- 3.) My father refers to the RED/TED combination often, but never the AN/ numbers. Was a receiver ever procured as an RED, or, as Ray Mote's lists hint, the old Navy nomenclature thrown out?
- 4.) Another early set was MAR/RDR, produced by RCA. Did these work any better than others, or were they pulled out of service just as fast as the RDZ/TDZs?
- 5.) And finally, how much did a TDZ cost the Navy?

William Donzelli
integrat@usr.com

From boatanchors@theporch.com Sat Feb 3 21:44:09 1996
From: jproc@worldlinx.com
Subject: RE: Early tactical UHF radios
Message-ID: <Chameleon.4.01.2.960203161210.jproc@>

>My father refers to the RED/TED combination often, but never the AN/
>numbers. Was a receiver ever procured as an RED, or, as Ray Mote's lists
>hint, the old Navy nomenclature thrown out?

William,

This is typical of the type of question that I have been wrestling with for a while. The Royal Canadian Navy used the TED3 transmitter and AN/URR35A receiver combination as tactical, UHF radio sets starting in the 1950's. Aboard Haida, there are a number of AN/URT502 transmitters which in all respects, resemble the pictures of the TED3 illustrated in the RCN training manuals. The placards on the rack rails aboard Haida even say TED 3, but nowhere on the nameplate of the URT502 does it reference TED3. Included in the training manual was a humorous reference to an AN/TED3 which translates to a ground transportable, nuclear powered, direction finder - obviously a

mistake :-)

The URT502 manual does make reference to the TED3, so I suspect URT502's superceeded the TED but referred to by their older nomenclature. Can any ex-Navy person confirm this suspicion? The URT502 manual that I have adds futher confusion by stating that the power output was adjustable from 10 to 100 watts. The navy training manuals state that the TED3 is adjustable to 18 watts. Guess what? - the URT502's aboard Haida are 18 watt units. To further cloud the issue, the URT502 manual shows a pair of 4CX300A's in parallel which should easily produce 100 watts output, yet the page listing the tube lineup shows a pair of 4CX150A's.

What does all of this mean? I'm not quite sure myself since this research business has a habit of producing it's own little puzzles. According to Ray Mote's Navy nomenclature list, the TED was a SINGLE CHANNEL UHF transmitter. The URT502's are a FOUR CHANNEL unit, so there is definitely a basic difference in the design so this proves that they are two different pieces of hardware. I suspect that those URT502 transmitters were called TED's much in the same wrong way that a single cell is referred to as a battery.

Ray's navy list has a surprise entry for the RED receiver. The description reads 'VHF RX similar to RDZ. 200 - 400 Mhz xtal control; one channel. CANCELLED. NEVER PURCHASED. This may answer your original question.

Any opinions from ex-NAVY BA'ers?

Regards,

~~~~~  
Jerry Proc VE3FAB  
E-mail: jproc@worldlinx.com  
Radio Restoration Volunteer  
HMCS Haida, Toronto Ontario  
~~~~~

From boatanchors@theporch.com Sat Feb 3 21:44:09 1996
Subject: F/S Hammarlund HQ-110

73
Dick N1WJP

----- Forwarded message ends here -----

Dick Dillman
WPE2VT N6VS ex-WA2BJK

<ddillman@igc.apc.org>
Collector of Heavy Metal:
Harleys, Willys and Radios Over 100lbs.

From boatanchors@theporch.com Sat Feb 3 21:44:09 1996
From: "Dick Dillman" <ddillman@igc.apc.org>
Subject: Foothill?
Message-ID: <75035.ddillman@igc.apc.org>

Does anyone know when the Foothill swapmeet resumes?

Dick Dillman
WPE2VT N6VS ex-WA2BJK
<ddillman@igc.apc.org>
Collector of Heavy Metal:
Harleys, Willys and Radios Over 100lbs.

From boatanchors@theporch.com Sat Feb 3 21:44:09 1996
Subject: Re: FS Collins 75A-4 Serial 563 with Filters

----- Forwarded message ends here -----

Dick Dillman
WPE2VT N6VS ex-WA2BJK
<ddillman@igc.apc.org>
Collector of Heavy Metal:
Harleys, Willys and Radios Over 100lbs.

From boatanchors@theporch.com Sat Feb 3 21:44:09 1996
From: "Dick Dillman" <ddillman@igc.apc.org>
Subject: Fwd: F/S Hammarlund HQ-110
Message-ID: <75026.ddillman@igc.apc.org>

NOTE The message below is a re-post from rec.radio.swap. All
replies must go to the person making the post, not me.

----- Forwarded message begins here -----
From: RSmall01 <rsmall01@aol.com >
Newsgroups: usenet.rec.radio.swap

From boatanchors@theporch.com Sat Feb 3 21:44:09 1996
From: "Dick Dillman" <ddillman@igc.apc.org>
Subject: Fwd: Re: FS Collins 75A-4 Serial 563 with Filters
Message-ID: <75031.ddillman@igc.apc.org>

NOTE The message below is a re-post from rec.radio.swap. All replies must go to the person making the post, not me.

----- Forwarded message begins here -----
From: Dave Barth <barthd@ix.netcom.com>
Newsgroups: usenet.rec.radio.swap
From boatanchors@theporch.com Sat Feb 3 12:45:54 1996
From: cbmbest@ix.netcom.com (Ray Dennis)
Subject: Re: Gently knocking the SP-600
Message-ID: <199602030208.SAA19303@ix3.ix.netcom.com>

As I remember from by Air Force days, the older staff I worked with told me that it was standard procedure to have a frequency meter in the van or other installation where an SP-600 was used, probably a BC-221 or maybe a later model.

Ray W0DQ

From boatanchors@theporch.com Sat Feb 3 12:45:54 1996
From: KWDouglas@aol.com
Subject: Re: gently knocking the SP-600
Message-ID: <960202233334_413311345@mail04.mail.aol.com>

In my younger days back in Indiana, there were quite a few SP-600's released into the Navy/Marine Corps MARS program. They quickly got the reputation that one should keep a fire extinguisher handy! It seems they had a penchant for "letting the smoke out" of some of the components and occasionally CATCHING FIRE! It was so bad for a while that the joke was it could happen even if they were NOT plugged into the AC!

That apparently was just before the era of checking those components and THEN gently powering up boatanchors. This seems to be a very worthwhile and common thread here amongst the knowledgeable and is a recommendation well taken. If I had only known then what I have learned here, I would have accepted that SP-600 when the offer was made to issue it to me!

Kent, K9JCR
KWDouglas@aol.com

From boatanchors@theporch.com Sat Feb 3 12:45:54 1996
From: Bill Sorsby <bill.sorsby@dlep1.itg.ti.com>
Subject: Hammarlund SuperPro Quality
Message-ID: <199602031541.JAA23887@dlep1.itg.ti.com>

Greetings from the cold snow-covered Dallas-Fort Worth metroplex;

Just thought I'd reiterate the comments regarding Hammarlund quality. I'm reviving an old SP-210-LX which has tremendous rust on the chassis. There's not a trace of paint on the metal cases of the audio transformers which look so fragile with rust flaking that I anticipate trouble sanding (lightly), priming and repainting them. The heads of all the screws holding the IF can variable caps are also well rusted. Moisture was also in the tuning unit as some of the components there are also rusted. Many of the setscrews in the knobs were rusted and frozen in place. Even after using liquid wrench I'm still unable to get two of them off. Yet despite all the rust and many years of obvious neglect, darned if the thing doesn't work. Sensitivity is low and not all bands work, but the basic receiver still functions. IMHO, that says a lot for Hammarlund quality.

The thing that makes this receiver worth saving is the unpainted aluminum front panel which should clean up OK. Super fine steel wool and elbow grease (lots of both!) and it should look respectable again. I'd appreciate any tips people have on cleaning up aluminum panels.

Now, off to check whether liquid wrench has worked any more wonders with those knobs.

Regards,
Bill Sorsby, N5BU bill.sorsby@dlep1.itg.ti.com

From boatanchors@theporch.com Sat Feb 3 12:45:54 1996
From: Gary Pewitt <gpewitt@execpc.com>
Subject: Re: Hammarlund SuperPro Quality
Message-ID: <Pine.SOL.3.91.960203094748.21692B-100000@earth>

Bill,
Try a mild caustic such as "Easy Off" oven cleaner left on for a short time and then thoroughly rinsed off followed by a rub down with "Scotch Bright" pads. Depending on the grade you can get a nice brush finish or keep using finer grades for a smoother finish. Some like a "jeweled finish" made by chucking a fine softwire cup wheel in a drill press and bringing it down on the pannel in overlapping circles. Practice on somthing cheap. 73 Gary N9ZSV

On Sat, 3 Feb 1996, Bill Sorsby wrote:

> Greetings from the cold snow-covered Dallas-Fort Worth metroplex;
>
> Just thought I'd reiterate the comments regarding Hammarlund quality. I'm
> reviving an old SP-210-LX which has tremendous rust on the chassis. There's
> not a trace of paint on the metal cases of the audio transformers which look
> so fragile with rust flaking that I anticipate trouble sanding (lightly),
> priming and repainting them. The heads of all the screws holding the IF can
> variable caps are also well rusted. Moisture was also in the tuning unit as
> some of the components there are also rusted. Many of the setscrews in the
> knobs were rusted and frozen in place. Even after using liquid wrench I'm
> still unable to get two of them off. Yet despite all the rust and many
> years of obvious neglect, darned if the thing doesn't work. Sensitivity is
> low and not all bands work, but the basic receiver still functions. IMHO,
> that says a lot for Hammarlund quality.
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> The thing that makes this receiver worth saving is the unpainted aluminum
> front panel which should clean up OK. Super fine steel wool and elbow
> grease (lots of both!) and it should look respectable again. I'd appreciate
> any tips people have on cleaning up aluminum panels.
>
> Now, off to check whether liquid wrench has worked any more wonders with
> those knobs.
> Regards,
> Bill Sorsby, N5BU bill.sorsby@dlep1.itg.ti.com
>
>

From boatanchors@theporch.com Sat Feb 3 12:45:54 1996
From: don merz <71333.144@compuserve.com>
Subject: Handbooks & Gear FS
Message-ID: <960203182900_71333.144_DHB80-2@CompuServe.COM>

For Sale

CONTACT: Don Merz, N3RHT: 47 Hazel Drive, Pittsburgh, PA 15228.
412-234-8819 (weekdays, EST or leave a message anytime).
71333.144@compuserve.com

ARRL Handbooks

1944: 2 small tears in back cover. Otherwise nice: \$23
1946: Front cover separating from binding edge. Covers worn. \$18
1948: Well-used and shows it but no tears. \$18
1950: Covers worn. Overall worn look. \$18

1952: Excellent: \$24
1956: Excellent: \$24

Editors & Engineers Handbooks, Wm. Orr, ed.

1962: Excellent hardback. \$23
1978: Excellent hardback. \$23

Gear

TS-148/UP X-band spectrum display, dirty, untested: \$39
SCR-274N FT-220A 3-receiver command set rack (black), no shock, good: \$90
Western Electric BC-AR-429 pre-command-set aircraft TX, w/C-376 coil, good: \$69
BC-683A FM tank RX, looks great, electrical mods but no holes, working: \$40
Boonton military TS-155C/UP UHF signal generator, brand new in original steel carry case, 1948, no accessories: \$49
1957 Grommes (Precision) catalog. Small, B&W. Excellent: \$3
Jensen Z-3091 "Full Range Sound Equipment Transformer." Converts 500 ohms to 16 ohms. Decent size. With schematic on bottom. Beautiful black wrinkle and red-lettered Jensen tag--appears to be brand new. \$19
Gates M-5051 Microphone Mixer Panel. 10 channel mixer panel and cabinet only--no line amps. It only has whatever electronics are mounted on the tilt-out panel. Impressive appearance. Cabinet needs repainted. Panel needs cleaned and several lever-switch handle-knobs replaced.
As-is: \$40. Large size--expect at least \$50 shipping (or pick it up!)
Military PP-237 power supply. The holy grail of accessories for the backpack radio collector. This is the vibrator supply for the WWII BC-1306 and Korean war GRC-9 radios. Field gray finish is scruffy looking. But it is like new inside with spare vibrator pack and so forth. Untested. This is the only one I've ever seen. \$195
RE-2/ARC-5 antenna relay/current meter for the ARC-5 command set rig. Many paint chips, broken meter glass. No shock mount. Easily cleaned up. A pretty rare item. \$27
BC-453A "command set" receiver, 200 - 550khz, all original and very nice except it has solder on pins of the FT-230, dyno and rear connectors. \$28
BC-453A "command set" receiver, 200 - 550khz, all original appearance, clean and nice. But nomenclature tag is missing and it has extensive electrical mods. No FT-230 and solder on dyno connector pins. \$28
BC-453-B "Command Set" receiver covering 190-550khz. All original except solder on rear connector pins. Nice+. \$37
Military Aircraft Radio Corporation Glass Vacuum capacitors. 50mmf at 10 RF amperes. These go in the RE-2/ARC-5 and BC-442 antenna relay bases for loading the antenna at VLF frequencies. These appear to be brand new. 2 left (out of 6) to sell at \$11 each.
BC-654 (SCR-284) legs. These clip onto the BC-654 case and make it into a real field set! \$20/set of four.
The GN-4x generators were the hand-crank workhorses of WWII. They used a

3-piece leg set with a wooden seat for the cranker on one leg. Two handles fit into slots on the side of the generator. Then you just sit down and crank! Sets that I know of using GN-4x generators: SCR-284, BC-1306 and TBX. But there were many other sets that used them. The GN-4x generators were succeeded by the GN-5x series. These started out using this same leg arrangement, but shortly were converted to a one-piece leg and seat setup. GN-4x legs: These are the straight legs that clip onto the GN-4x generators. \$10/set of 2.
GN-4x leg with wooden seat. Excellent condition. \$8 each
GN-4x generator handles: \$8/pair.
Canvas bag CS-76-B for the RM-29 remote control used with the SCR-284 and many others, fair condition with carry strap: \$10

--

From boatanchors@theporch.com Sat Feb 3 21:44:09 1996
From: Andy Wallace <wallace@mc.com>
Subject: HELP - Drake planetary drive fell apart!
Message-ID: <9602031831.AA06703@kali>

Hi, folks. Sigh. I hate days like this!

I was tuning up my Drake B-line last night, and things seemed to be going pretty well. All of a sudden, the RF TUNE control slipped off the shaft on the transmitter. This is probably the same type of drive as on the PRESELECTOR control on the receiver....

I struggled trying to push it back on for over an hour. No joy.

I finally extricated it from the rig today, and I am baffled as to how it works!

First off, perhaps it is not SUPPOSED to come out of the bearing raceway, but it did. Getting the raceway out of the rig will be tough. It's a cheap round collar but it's held in place by a bent-tab through a hole in the chassis, and getting to that won't be easy because of the bandswitch.

I'm no mechanical engineer, but I thought I was pretty sharp. Not anymore! The bearing looks like this: an inner shaft, that the knob attaches to, has a narrow waist where three ball bearings ride. This is surrounded by a brass collar which has holes for the ball bearings, and around which the raceway

sits. The end of the inner shaft has a socket shape, and a fifth ball bearing rides in this. A slightly tapered spring sits on this ball, and butts up against the tune control assembly (slug rack and pulleys) shaft. The shaft has a sort of octagonal end to it, and just behind this is a groove running around the shaft. I am making an assumption here, but it looks like the two setscrews from the outer collar would sit in this groove. There are no flats except for the "octagonal end" of that shaft, so I don't know how the setscrews grab..... What happened last night was the setscrews loosened and the spring pulled the control shaft off of the drive shaft.

How in the heck do I get this back together? And what makes it work? Just the pressure of the control shaft on the ball bearing and spring forcing the drive shaft? I don't see how you'd get any torque, but obviously the thing did work before.

I've cleaned the old grease off things. I will add some new grease and see if I can puzzle it back together. None of the parts look especially worn, it just seems to have fallen apart after the setscrews loosened.

Sorry for the lengthy post, but I am really CONFUSED and I was hoping to use this rig on the Classic Exchange tomorrow.

(And of _course_ I don't have any shafts or couplers the right size to jury-rig something up!)

73,
--Andy
wallace@mc.com

From boatanchors@theporch.com Sat Feb 3 21:44:09 1996
From: Joe_Wilkowski@mc.xerox.com (Wilkowski,Joe)
Subject: HQ-110& other stuff...
Message-ID: <"<D4F1123181B7677C>D4F1123181B7677C@X-MC-0819-MS2.XEROX"@-SMF->

Hello BA officianados...

I wonder if you could help me out. Having just recently gotten bitten by the BA quest after 30 yrs or so of Ham Radio, I have retrieved my old HQ-110 from someone I had lent it to over 20 years ago. I have some basic questions about the best way to go about chromatically getting this rig back into shape. The chassis is pretty much original with the addition of a S0-239 next to the antenna terminals. It still has the clock but of course the plastic is yellow as well as the

s-meter lens is cracked. During the time it was away, it was painted with a brush etc... Never the less, it is worth reviving to go along with a 100 V that I am looking for. I know that these questions have probably been put to this forum a thousand times, but if I don't ask, I'll never know....

1. What is the best way to clean chassis's, front panels, knobs etc.
Also, what cleaning materials do you recommend for the above items.
2. Is there a source for Hammarlund parts, schematics what have you ?

I am going to put all of this information in a DataFind search engine and would be happy to summarize to any and all.

I know that this was a moderately low end rx, but it still plays, is in a bad need of alignment and I'm looking forward to using it again.

Thanks in advance...

/joe k8fc
Joe_Wilkowski@mc.xerox.com

From boatanchors@theporch.com Sat Feb 3 21:44:09 1996
From: Kevin Pease <hamradio@mm1001.theporch.com>
Subject: HQ-120
Message-ID: <Pine.LNX.3.91.960203182542.9030A-100000@mm1001.theporch.com>

I recently aquired a HQ-120 receiver. It has some modifications. Does anyone on this group have the schematic for that beast in digital form that could be mailed to me. I have s manual coming but it will be a while before I get it and I would like to fix some of the problems in this RX.

The AVC is definately not working properly as it was connected. I disconected the wire that goes into the BFO can to the MAN-AVC-BFO switch. I then conected a resistor and CAP to the detector and ran the wire to the AVC point near the IF's. The AVC now works but I know that It is not as it should be.

Also some of the tubes are not original types. I need to know what the tube lineup is.

The previous owner has also added a crystal switch. I don't know how that modification affects the mixer. The mexer seems to have low gain.

Any help is much apreciated

Kevin Pease
WB0JZG Mount Juliet, TN.

From boatanchors@theporch.com Sat Feb 3 12:45:54 1996
From: Kevin Pease <hamradio@mm1001.theporch.com>
Subject: Re: HQ-150 Observations
Message-ID: <Pine.LNX.3.91.960202202829.6080A-100000@mm1001.theporch.com>

Kevin Pease
WB0JZG Mount Juliet, TN.

On Fri, 2 Feb 1996 Michael.J.Knudsen@att.com wrote:

>
> Also, a few nites ago when Africa was just rolling in around 3250-3400 KC,
> I swapped my antenna feed around my better BAs. The SP600 just didn't pull in

Mike I'll bet that an attenuator in the frontend of the SP-600 would help.
With those 2 RF amps it overloads and crossmod pretty easy. Atmospheric
noise can actually crossmod and make it seem insensitive.

>
> Funny thing, the SP600 is very sensitive on 6 meters -- gets local electrical
noise
> and cordless phones FB. 73, mike k w9nrd/ae

>
It is good on 6 meters because of the 2 rf amplifiers. Signals and noise
are much weaker on 6 meters so it doesn't overload as much there.

From boatanchors@theporch.com Sat Feb 3 12:45:54 1996
From: MIKE SANDERS <ks0f@basic.net>
Subject: HQ150
Message-ID: <199602030019.SAA07733@basic.net>

Greetings, I have had a 150 for about 5 years now. Lots of cleaning and
no repairs that I can remember other than filter cap and tubes.
I have found the previously mentioned 1 hour warm up to be about right but
after that I have found the rx to be quite stable unlike a couple others
I have been told of. Hey, almost 40 years and more in some cases does its
thing. Dial resettability is very very good. The audio on mine is quite good
and I notice no restriction at all. The 6AQ5 does not compete with my HR0
50 audio wise but as these single ended audio amps go this one is quite good.
Better than a lot of others that I have seen. Agree on the Q multiplier as
neat but I have never really used it either. The crystal filter phasing is

ok too but not spectacular. My unit is I believe a late model with flush cabinet sides and holes for handles. 1957 I expect which was the last year for the 150 which started in 1955. The original cabinets were the 140 cabinets. I like the 150 as a GC receiver but would not consider it a really serious communications rx. I would not part with mine however. As also previously stated SP600s are much different. I wouldn't part with my 600 either. These old rxs are like dogs, all different even the same model with their own personalities. Bottom line is a decent 150 is a decent rx. My last SX101 did drift unlike this 150. My last 75A3 did not have audio as good as my 150. I don't know about the NC303 but my NC300 is really good on AM audio wise. Much better than my 150. No help here I fear. 73 Mike
ks0f@basic.net

From boatanchors@theporch.com Sat Feb 3 21:44:09 1996
From: David Adams <dave@flowserver.stem.com>
Subject: It's here
Message-ID: <9602040327.AA28266@flowserver.stem.com>

What a Saturday! I needed to do three things today.

- 1) Take the 20wpm code test
- 2) Get to SF and deliver an S-27 manual and take a look at an S-27 tuning cage
- 3) Get to Sacramento and pick up my 390.

Well, I got up nice and early to discover a dead truck. REal dead... dead dead...dead...

Well, I yanked out the tools and got to work. Got the truck working missed out on the code test, missed out on the S-27 stuff, decided I could probably get to Sac though...so off we go...

Found the appropriate house. He had the 390 on the bench and running. Catching a nice SSB signal on 40. Nice and clear...no probs. Got it home...have yet to clear it a spot, but will in a few.

It is Motorola made Serial #4134. Good shape. A few goofy mods. Someone strapped transformers on the back to replace the burnt out originals, put a toggle switch in for on and off and two other toggle switches with some unknown function. Everything is pretty reversible, though. Now I need to find some meters (and suggestions?) and some covers. I'll get the manual from Fair.

Ah...I'd been waiting for a 390, shopped around...for \$100, I'm very pleased. A 390 and an unbuildt heathkit all in one week!

73 de dave, n9uxu

From boatanchors@theporch.com Sat Feb 3 12:45:54 1996
From: "Richard L. Duell" <rduell@iac.net>
Subject: Mansfield OH Hamfest
Message-ID: <199602030219.VAA03399@great-miami.iac.net>

Is anyone on the list going to the Mansfield Ohio hamfest? I've got flea market table T-1 in the Youth Building. Stop by and say howdy if you make it.

Speaking of hamfests, does the BA group do anything at Dayton? I live 30 miles from Hara Arena and have gone for the last 12 years. I wasn't aware of this list last year, so don't know if there is a tradition in the making or not.

73, Rich - W5VDU

From boatanchors@theporch.com Sat Feb 3 12:45:54 1996
From: MODSTEPH@ACS.EKU.EDU
Subject: Re: Mansfield OH Hamfest
Message-ID: <01I0RXI6176C008UPD@ACS.EKU.EDU>

you wrote...:

Speaking of hamfests, does the BA group do anything at Dayton? I live 30 miles from Hara Arena and have gone for the last 12 years. I wasn't aware of this list last year, so don't know if there is a tradition in the making or not.

Well, I don't know about BA, but CX has its annual gathering at Dayton along with its awards banquet (whoever shows up - we decide where we are going for dinner... one year someone got awarded a glove compartment box from an old Ford [I think it was]).

Usually we meet at Stu's spaces, wherever they are (Stu, K8SJ, one of CX's founders). Group includes myself, Marty AA4RM, Jim W8KGI (if he ever makes it back from New Mexico, and a variety of others who restore and operate older equipment. I shall pass along the word on boatanchors to them this year (as I have been doing in the latest CX newsletter), and shall give Dayton space location if/when we find out.

CU in CX (tomorrow).

73, A1 N5AIT
modsteph@acs.eku.edu

From boatanchors@theporch.com Sat Feb 3 21:44:09 1996
From: cbmbest@ix.netcom.com (Ray Dennis)
Subject: MAR/RDR UHF radio sets
Message-ID: <199602031852.KAA21752@ix12.ix.netcom.com>

Back in the late 60's, I owned a MAR UHF radio set. It was brand new, in the original packing. I still have a whole board of crystals for it.

It was a lot of weight for hardly any power and had a motorized tuning system that was re-settable. Mine worked for a short time and I had a QSO with a friend who had one, then it smoked. I don't remember what I ever did with it.

Ray W0DQ

From boatanchors@theporch.com Sat Feb 3 21:44:09 1996
From: maccary@on-ramp.ior.com
Subject: Natural Hazards
Message-ID: <m0tirz0-000Ri6C@on-ramp.ior.com>

I just mean to point out that things like those VR tubes, or your smoke detector (yes, it contains a radioactive source) are more of a benefit to us than a hazard, and that natural radioactivity is everywhere.

Jerry Flanders W4UKU Retired Senior Scientist (yes, you guessed it - retired from the Nuclear Industry)

In my working days I took some courses in Health Physics as it relates to Nuclear Science. During the course, the instructors would hide Co60 sources around the school and give us Geiger counters and tell us to go find them and retrieve them in lead pigs. On my job I used to do wipe tests on Co60, Cs137, AmBe, PuBe, RaBe and other sources to check for leakage. Geez, you gotta be right there with the stuff, no shielding, just the time-distance routine.

What does this have to do with Boatanchors? It will be a cold day you-know-where when I will worry about a trivial amount of radioactivity in a neon, VR, or a glow-in-the dark meter. One trip across the country via jet will earn me more milliRem or maybe just living in this County with lots of

igneous and metamorphic rocks everywhere.

Mac--W0NAX

Lawrence M. MacCary --- A Subscriber at Internet On-Ramp, Inc.

From boatanchors@theporch.com Sat Feb 3 21:44:09 1996

From: Sandra L Knepper <slkst29+@pitt.edu>

Subject: New Collins Net

Message-ID: <Pine.3.89.9602031356.A13172-0100000@unixs7.cis.pitt.edu>

I thought you would like to know that WA3AMJ, Ed, will be instituting a new Collins Net on 3955 Khz every Tuesday evening beginning at 2000 EST or 0100 GMT. Having a Collins Net in that portion of the band will allow anyone with a General class ticket or higher to check in. He wishes anyone who is interested in selling, buying, or swapping Collins equipment to stop by.

Since Ed has considerable experience servicing Collins radios for the Navy, I am sure he and others who will frequent the net will be able to assist you with your Collins questions as well.

As the net is just getting started, the frequency and time may be subject to change. I will keep you posted on any such changes.

See you on Tuesday evening - 3955 Khz. Thank you.

Dave, W3BJZ

Publisher of the monthly Collins Journal

From boatanchors@theporch.com Sat Feb 3 21:44:09 1996

From: cbmbest@ix.netcom.com (Ray Dennis)

Subject: Postings not going through

Message-ID: <199602040212.SAA02726@ix9.ix.netcom.com>

I have posted 2 messages in the past 24 hours that never came through. I am posting this to see if it makes it.

It seems the traffic has been way down this weekend. Has there been a problem?

Ray W0DQ

From boatanchors@theporch.com Sat Feb 3 21:44:09 1996

From: maccary@on-ramp.ior.com

Subject: R274x/FRR

Message-ID: <m0tirh5-000Rj0C@on-ramp.ior.com>

>From what I have been able to gather, the R274 = SX-73. But the R274x
(where x=A,B,.....) = SP-600.

Thanks to Tom Adams, Dennis Gibbs, Jack Taylor for some of the above (if I
missed anyone, sorry).

Shaun

I have one of these beasts, an R274D/FRR by Hallicrafters, Ser.#960, Order
#3464 Phila.-52. It too has the turret and 6-position crystal switch. No
covers, somewhat hacked up with modified AVC and ANT changeover and did not
work when I got it. After some work on the AVC and switching, got it
percolating again, though it is out of calibration. I like it for general
coverage, all the way to 6 meters. I check it against a tried and true?
BC221 when I really want to know the freq.

Mac--W0NAX

Lawrence M. MacCary --- A Subscriber at Internet On-Ramp, Inc.

From boatanchors@theporch.com Sat Feb 3 21:44:09 1996

From: merrigan@ee.ualberta.ca

Subject: Re: R274x/FRR

Message-ID: <199602040013.SAA21563@uro.theporch.com>

In <m0tirh5-000Rj0C@on-ramp.ior.com>, on 02/03/96 at 05:45 PM,
maccary@on-ramp.ior.com said:

>I have one of these beasts, an R274D/FRR by Hallicrafters, Ser.#960,
>Order #3464 Phila.-52

Well, that shoots down my R274x theory. Does anyone have the definitive
scoop on which R274x versions were the Hallies, and which were the
Hammers??

I'd like more information on the JX-21/21A and/or product detector models
as well.

Thanks.

--

merrigan@nyquist.ee.ualberta.ca
University of Alberta
Edmonton, Alberta

From boatanchors@theporch.com Sat Feb 3 21:44:09 1996
From: "Grant Youngman" <nq5t@gte.net>
Subject: Re: R274x/FRR
Message-ID: <199602040047.SAA23783@uro.theporch.com>

> I'd like more information on the JX-21/21A and/or product detector models
> as well.

The JX-21 is a vanilla issue of the standard SP600 configuration.

Only the JX-21A -- which was the LAST series of SP600's (produced in the early 70's) has the product detector and crystal controlled BF0. Also, the panel configuration is slightly different -- rather than having the control markings on the knob skirts, the knobs have a plain pointer skirt, and all of the markings are engraved on the panel.

Grant/NQ5T

Grant Youngman -- NQ5T
nq5t@gte.net

WANTED: Hammarlund SPC-10

From boatanchors@theporch.com Sat Feb 3 21:44:09 1996
From: merrigan@ee.ualberta.ca
Subject: Re: R274x/FRR
Message-ID: <199602040117.TAA25978@uro.theporch.com>

In <199602040047.SAA23783@uro.theporch.com>, on 02/03/96 at 06:47 PM,
"Grant Youngman" <nq5t@gte.net> said:

>The JX-21 is a vanilla issue of the standard SP600 configuration.

But the J means JAN and the X is crystal control, yes? For example I have a JX-17 which is both JAN and crystal control (6 channel). This is what

Moore says as well.

Shaun

--

merrigan@nyquist.ee.ualberta.ca
University of Alberta
Edmonton, Alberta

From boatanchors@theporch.com Sat Feb 3 21:44:09 1996
From: "Grant Youngman" <nq5t@gte.net>
Subject: Re: R274x/FRR
Message-ID: <199602040128.TAA27038@uro.theporch.com>

> >The JX-21 is a vanilla issue of the standard SP600 configuration.
>
> But the J means JAN and the X is crystal control, yes? For example I have
> a JX-17 which is both JAN and crystal control (6 channel). This is what
> Moore says as well.

Yes, yes -- but virtually all of the SP600's (except vlf models) are
"JX". I interpret the "JX" as the "vanilla" sp600. A recent
issues of ER goes through all of the produced models

Of the lot, the JX-17, which is designed to work in a dual
diversity mode, and the JX-21A with product detector are the only two
that differ significantly from the "vanilla" variety.

Grant/NQ5T

Grant Youngman -- NQ5T
nq5t@gte.net

WANTED: Hammarlund SPC-10

From boatanchors@theporch.com Sat Feb 3 21:44:09 1996
From: "ROBERT W DOWNS, WA5CAB" <103012.2130@compuserve.com>
Subject: RADIO BYGONES
Message-ID: <960203195924_103012.2130_GHU107-3@CompuServe.COM>

Group,

In the brief discussion centered around radio mags and the types of people who advertise in them, Andy mentioned Radio Bygones. I've had a subscription for several years, prompted by someone sending me copies of a three-part article on the BC-221 (BTW, G., I managed to pick up originals of those issues and some others while at Portsmouth for the D-Day 50th Anniversary - RB had a stand set up).

I have subscriptions to ARC and ER and belong to the AWA and ARRL so I get OTB and QST. RB is an excellent magazine <opinion>, and often has articles on US, Brit, German and other nation's military sets. Its editorial format is more like OTB than ARC or ER. By this, I mean that the Classified section is small/secondary to the articles, rather than being primary as in ARC or roughly equal as in ER. Many photos are in color [or should I say 'colour'?:-)]. Published bi-monthly, it's only available Airmail which probably accounts for the current \$40.50/year price. There is a US distributor who takes plastic, Wise Owl Worldwide Publications @ (310)375-6258 so subscribing is simple..

The current issue, No. 39, has an article on East German copies of the HR0.

73, Robert W. Downs, WA5CAB
103012.2130@compuserve.com

From boatanchors@theporch.com Sat Feb 3 21:44:09 1996
From: merrigan@ee.ualberta.ca
Subject: Radioactive isotopes in VR tubes....
Message-ID: <199602031845.MAA25064@uro.theporch.com>

I have done a bit of digging into this subject and here is what I found:

Isotopes used/half-life/activity/manufacturer/tube type:

Kr-85 (half-life 10 years)/0.03 uCi/Sylvania/OA2WA

U238 (half-life 4.5 billion)/0.1 uCi/EEVC/OA2WA

Ni-63 (half-life 100 years) /0.5 uCi/CBS-Hytron/OA2WA

Co-60 (half-life 5 years)/0.2 uCi/Ratheon/OA2WA

Quite a range of half-lives!!!

shaun

--

merrigan@nyquist.ee.ualberta.ca
University of Alberta
Edmonton, Alberta

From boatanchors@theporch.com Sat Feb 3 12:45:54 1996
From: Sandra L Knepper <slkst29+@pitt.edu>
Subject: Re: Shattered ceramic wafer switches and adhesives
Message-ID: <Pine.3.89.9602022024.A4643-0100000@unixs1.cis.pitt.edu>

Some of the best cement to glue ceramic should be found at any Wal-Mart Store in hardware. It is a white glue used to glue porcelain. Very sticky if you get it on your fingers. I believe that it is used for counter tops of stoves.

Dave, W3BJZ
Publisher of the Collins Journal

From boatanchors@theporch.com Sat Feb 3 21:44:09 1996
From: Bill Meara <w.meara@server1.codetel.net.do>
Subject: Re: Should I fix my BA?
Message-ID: <9602032240.AA18891@server1.codetel.net.do>

>Date: Fri, 02 Feb 1996 22:03:44
>To: boatanchors
>From: Bill Meara <w.meara@codetel.net.do>
>Subject: Re: Should I fix my BA?
>Cc: Paul.Schmitt@smtpgate.MSAnet.com
>

>At 08:32 AM 2/2/96 -0600, Paul wrote:

>>

>> My interest in ham radio is re-awaking after a 20 year hiatus.
>> Unknown to me, my father has kept my old rig intact for all those
>> years. He gave it to me when I told him that I was thinking of
>> getting back on the air. The equipment is all Hallicrafters, a
>> Model HT-32A transmitter and a SX-115 receiver. They show no rust
>> or dirt on them. They look brand new.

>>

>> I really liked this equipment when I was on the air. But my head
>> is competing with my emotions about this equipment.
>
>Paul: Fix up those old boatanchors! I had a very similar experience with
my HT-37 and Drake 2-B! They too were dormant for a very long period. I
had a blast putting them back on the air. I didn't even realize they were
considered Boatanchors until I got on the air and found myself completely
surrounded by Kenwoods! The good folks on the list will help you put the
rig back on the air. You really don't need much in the way of test gear.
Just refamiliarize yourself with the perils of high voltage, get the needed
manuals (lots of sources for that) and you will soon be a proud
Anchorologist, vibrating the ether with radios you have personally
rejuvenated! 73 Bill N2CQR/HI8
>74537.1100@compuserve.com
>

From boatanchors@theporch.com Sat Feb 3 12:45:54 1996
From: Bob Roehrig <broehrig@admin.aurora.edu>
Subject: SP-600 question
Message-ID: <Pine.ULT.3.91.960203095514.25406C-100000@admin.aurora.edu>

I see various models of the SP-600 mentioned and I am curious as to what
the numeric designations mean or how you know what ya got. I have a
SP-600-JX but I don't know if it is a JX17, JX36 or whatever. The manual
I have does not mention those numbers. In fact the engraving on the unit
itself just says SP-600. There is a military tag on it that says:

R274B/FRR
NObsr 52039
13:CHC

I agree with what many have said here about the performance. It is quite
stable and sensitive but sure would be nice if it had some bandspread.
Any help appreciated.

E-mail broehrig@admin.aurora.edu 73 de Bob, K9EUI

From boatanchors@theporch.com Sat Feb 3 21:44:09 1996
From: Bob Roehrig <broehrig@admin.aurora.edu>
Subject: sp-600 question
Message-ID: <Pine.ULT.3.91.960203142210.19803A-100000@admin.aurora.edu>

Thanks to Shaun, Robert & Steven. OK I forgot about the tag on top of the
unit. It's been in the rack so long:-). Mine is a SP-600-JX-6. Serial No.
5911. I suppose the 6 relates to the number of xtal channels.

E-mail broehrig@admin.aurora.edu

73 de Bob, K9EUI

From boatanchors@theporch.com Sat Feb 3 12:45:54 1996
From: merrigan@ee.ualberta.ca
Subject: SP-600 question, designators, model numbers
Message-ID: <199602031750.LAA20804@uro.theporch.com>

In <Pine.ULT.3.91.960203095514.25406C-100000@admin.aurora.edu>, on
02/03/96 at 09:59 AM,

Bob Roehrig <broehrig@admin.aurora.edu> said:

>I see various models of the SP-600 mentioned and I am curious as to what
>the numeric designations mean or how you know what ya got. I have a
>SP-600-JX but I don't know if it is a JX17, JX36 or whatever. The manual
>I have does not mention those numbers. In fact the engraving on the unit
>itself just says SP-600. There is a military tag on it that says:
> R274B/FRR

Bob:

Here is what I have about SP-600's:

SP-600 Generic model

SP-600X Generic model with 6 crystal controlled channels

SP-600J JAN Level construction and components (not sure of EXACTLY
what differences

 this designation would mean: better quality components?
better inspection?

 higher level or QC? better soldering people?? standard JAN
color codes??

SP-600J25 Jan level construction, but with 25hz power transformer.

SP-600JX JAN level SP-600 with 6 Xtal controlled channels (controlled
by switch at top
 right hand corner of front panel)

SP-600JX-17 JAN level SP-600 with 6 crystal controlled channels and
provisions for master/slave
 operation (diversity setup)

***** All of these models cover from 0.54 - 54 Mhz.

SP-600JL SP-600-JL: Frequency Coverage (mc)
 .100-.200
 .200-.400
 1.35-3.45
 3.45-7.40
 7.40-14.8
 14.8-29.7

 Different frequency coverage than the J/JX. Jan Level
construction.

SP-600JLX Same frequency coverage as the JL but with 6 crystal
controlled channels.

SP-600VLF Frequency coverage: 0.01-0.540 Mhz (not sure of the
construction level, ie JAN)

SP-600JX-21 help????

SP-600JX-21A help???

SP-600JX-14 help???

SP-600JX-6 help???

Remark: one of these has the product detector option (not sure which).

Remark: BTW, there are two significant differences between the JL and
the more standard versions of the SP-600. First, the muting terminals on
the standard version, for use with a T/R relay, are absent on the JL.
Despite this fact the radio still has the "SEND/RECEIVE" switch that the
rest of the series has. Second, the "turntable" input that the rest of the
SP-600 sets have is absent.

R-274:

>Am sitting here holding TM11-897 (May, 1952) which covers the R-274/FRR (note
there is no suffix letter after the '4') which is identical to the Hallicrafters
SX-73 (have it's manual here also, no date on it....very dog-eared) part for part.
>

>Legend has it that for whatever reason the Army (this is an Army TM) got mad at

Hallicrafters over some stupid thing and bought a few SP-600s from Hammarlund and for whatever misbegotten reason added a suffix instead of changing the original nomenclature number. Why I'll never know since the two receivers are as different as night and day...the turret tuner being the only commonality.

R274A help??

R274B help??

>From what I have been able to gather, the R274 = SX-73. But the R274x (where x=A,B,.....) = SP-600.

Thanks to Tom Adams, Dennis Gibbs, Jack Taylor for some of the above (if I missed anyone, sorry).

Shaun

--

merrigan@nyquist.ee.ualberta.ca
University of Alberta
Edmonton, Alberta

From boatanchors@theporch.com Sat Feb 3 21:44:09 1996
From: mmandelk@NMSU.Edu ()
Subject: Super-Pro
Message-ID: <199602032035.NAA15693@NMSU.Edu>

I have just acquired a old Hammarlund Super-Pro. Bought sight-unseen, I thought it was an SP-600, which I had once many years ago, but it is not.

An early version, it tunes 100-400 kc and 2-20 mc.

Condition unknown; with large separate power supply. I've been told it's a BC-779, but it has no markings other than Super-Pro.

Are these of any value?

Has anyone reconditioned one lately?

73, Mark KN5S

[Mark Mandelkern, Las Cruces, NM]

From boatanchors@theporch.com Sat Feb 3 12:45:54 1996
From: James A Doty <jamesd@clark.edu>
Subject: Re: TR-4 on 160m? / CX operations Sunday
Message-ID: <Pine.HPP.3.91.960202190602.23267A-1000000@clark.edu>

On Fri, 2 Feb 1996, Andy Wallace wrote:

> Hi, All!
>
> Does the TR-4 or TR-3 cover 160m, or for that matter,
> any "accessory" ranges? I keep passing these things by

Hi Andy;

I've owned a Drake TR-4C since the spring of 1990 and I've seen several Drake radios at swaps in Portland, OR., Spokane, WA., Tacoma, WA. and here in Vancouver, WA. and have never seen one that transmit and receive on 160M. So far as I know the TR-4 line transmits and receives only on 10, 15, 20, 40, and 80 meters.

I've never seen a mod file for extending the Drake's range, but that doesn't mean that those mods don't exist.

Sorry I wasn't much help

James A. Doty
KI7EL
Clark College
Vancouver, WA.
U.S.A.

I'm in a phone booth at the corner of Walk and Don't Walk.

From boatanchors@theporch.com Sat Feb 3 12:45:54 1996
From: "Ray L. Mote" <rmote@rain.org>
Subject: West Coast Military collector meeting (May 18)?
Message-ID: <Pine.SUN.3.91.960203013432.12966E-100000@coyote.rain.org>

Dave Stinson and I were talking about the possibility of getting some of the west coast military types together soon for coffee & some serious B.S. sessions. With the SCARS/CHRS annual swapmeet in San Luis Obispo for May 18, it seems to be a likely candidate (and would allow us to descend like a flock of vultures on the swap). Is anybody game for this? If so, should we plan on getting together the day before (or the day after)? Potential attendees would seem to be Dave and me, Fred Raper (Ventura), Hank Brown (Lancaster), Mike Tara (Stockton), Tom Horsfall/Paul Thekan/Dave Ross/Henry Engstrom (Bay Area), Larry Godek (Phoenix), Leroy Sparks (Anaheim), Gary Halverson (Bay Area). Who else would be interested? Most are not on Internet, and would have to be contacted by landline/snail mail.

I've never been to SLO, so don't know the motels, etc., or any good places to eat. Would probably have to meet in hotel coffee shops, rooms, etc. to talk.

Any other/better ideas? Any interest? Anybody alive out there?

73.....Ray Mote, W6RIC <rmote@rain.org>